
T H E N E W C A D I L L A C
Motor Cars for Spring

THE SUPREME INTERPRETATION OF
CONTEMPORARY IDEALS OF LUXURY
AND BEAUTY IN MOTOR CAR DESIGN



CADILLAC MOTOR CAR COMPANY DETROIT, MICHIGAN



THE NEW CADILLAC MOTOR CARS

Showing styles for Spring

THE record of the New Cadillac to date is one of spectacular success. The car has emphatically won the public. Its vigorous beauty has commanded respect and approbation. Its performance has dominated. Its sales have mounted. It has added a new and glorious chapter to Cadillac history. And it has made really modern transportation available in a supremely fine interpretation.

The causes for this success are easily found in the merit of the car itself—in its interpretation of Cadillac ideals—in its contemporary styling, its pronounced luxury, its fitness for modern needs.

In its every unit, the Cadillac of today is a consummate expression of fine car craftsmanship, embracing the most desirable technical developments of the industry and embodying, above all, Cadillac's seasoned mastery of the ninety-degree, V-type, eight-cylinder principle. It is a modern car—modern in smartness, in engineering, and in its intimate harmony with present day ideals of luxury and refinement.

Thus, in keeping with today's demand, the Cadillac is a large, luxurious car. The wheelbase is 140 inches on all models. In driver's compartment and rear compartment alike there are generous length, exceptional width, airy roominess—club lounge comfort in abundance.

But in equal measure, the Cadillac meets that sharply contrasting demand of the modern, the youthful today. It is a buoyant, swift, responsive car. Powered by Cadillac's newest interpretation of the ninety-degree, V-type, eight-



cylinder principle—an engine simple, sturdy, abundantly powered—it glides with lithe, easy grace, dominates without effort. Even the casual observer will note the low, graceful lines. A double-drop frame, with underslung rear springs, carries the body close to the road. And masterly use of mouldings and skillful proportioning emphasize the imposing length.

Its mechanical structure is soundly designed, precisely built with that exacting craftsmanship everywhere associated with the Cadillac name.

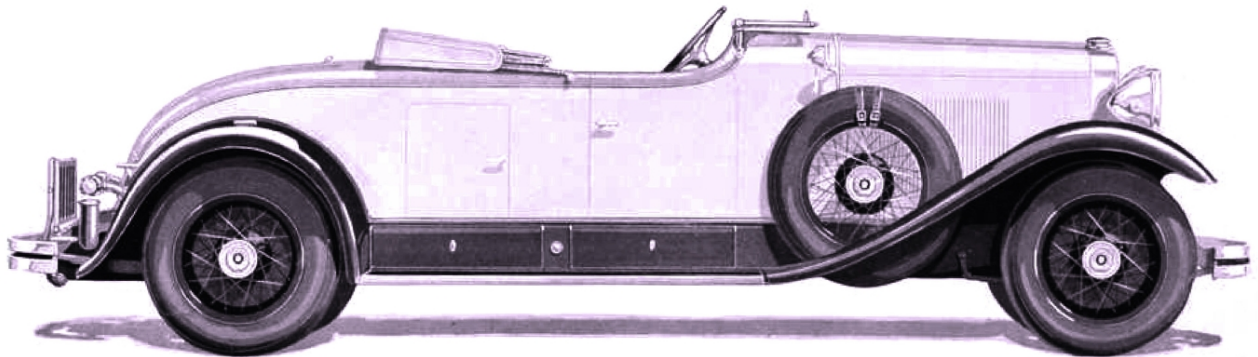
The character of its performance can be sensed in only one way—by taking the wheel and driving. To do so is to become instantly conscious of qualities which emphasize, as nothing else can do, that a new day in motoring is here—that automotive experience is mature. The Cadillac of today expresses that day with masterly finality. And exacting motorists acclaim it, drive it, because they find that expression accurate, forceful and convincing.

Illustrations of representative models in the Cadillac line, as shown on the following pages, serve to picture the distinctive features of design. The wire wheels and fender wells, where shown, are extra equipment, obtainable at additional cost.

CADILLAC MOTOR CAR COMPANY · DETROIT, MICHIGAN

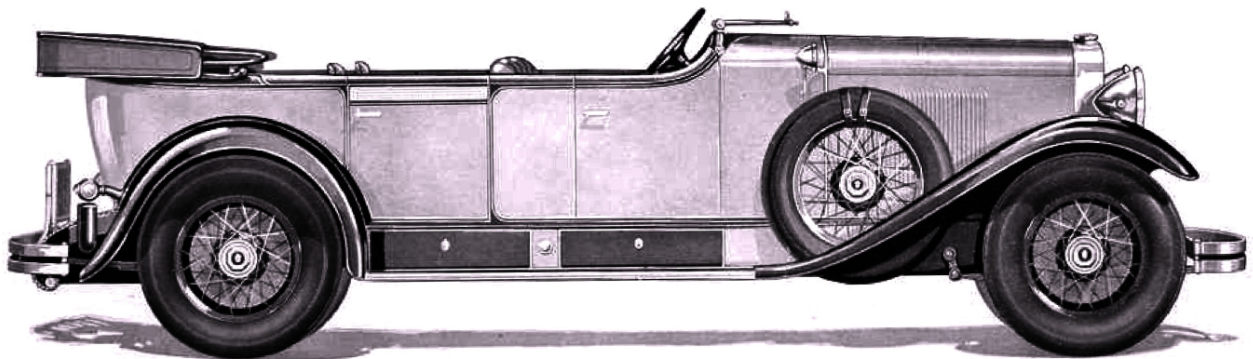
CADILLAC TWO-PASSENGER ROADSTER

THIS dashing model bespeaks power and fleetness. The lines are sportive and vigorous; the treatment is colorful and unconventional. Nickerled panel atop the cowl and nickelerl rails on the back deck enhance its sparkle



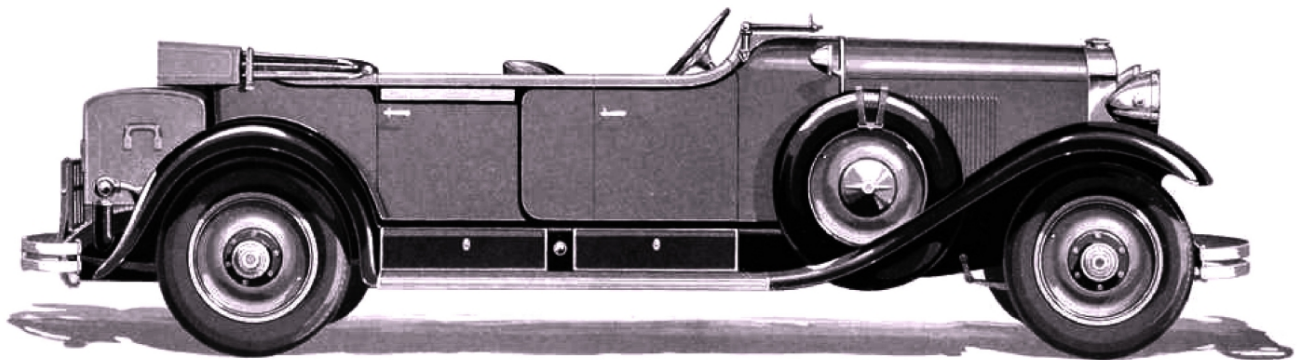
CADILLAC SEVEN-PASSENGER TOURING

GENEROUS in dimensions, modernistic in treatment, abundantly powered, is this handsome Touring Car. The folding arm rest in the rear seat and the adjustable driver's seat are welcome features on protracted drives



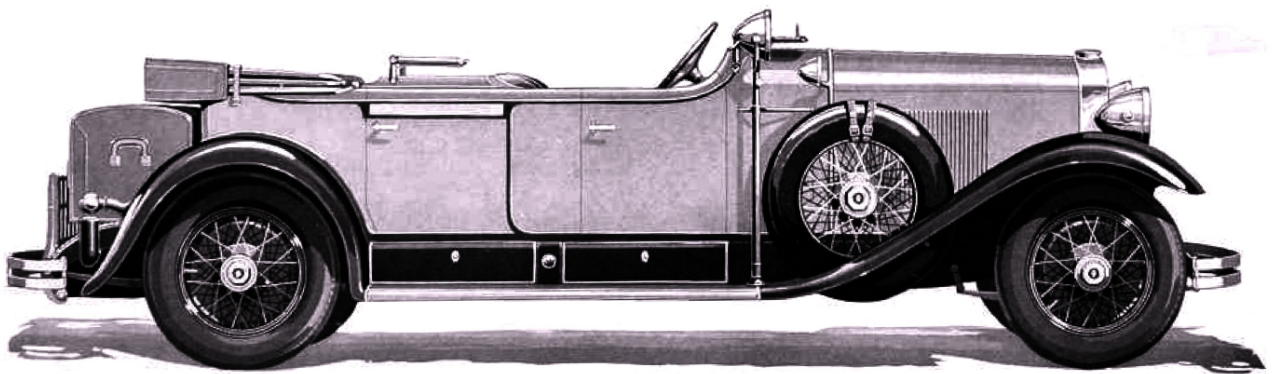
CADILLAC FOUR-PASSENGER PHAETON

THE extreme length and lowness of the Cadillac chassis endow this model with inherent grace—a quality which is fully developed by the smart moulding treatment and extremely wide, flat, curving fenders



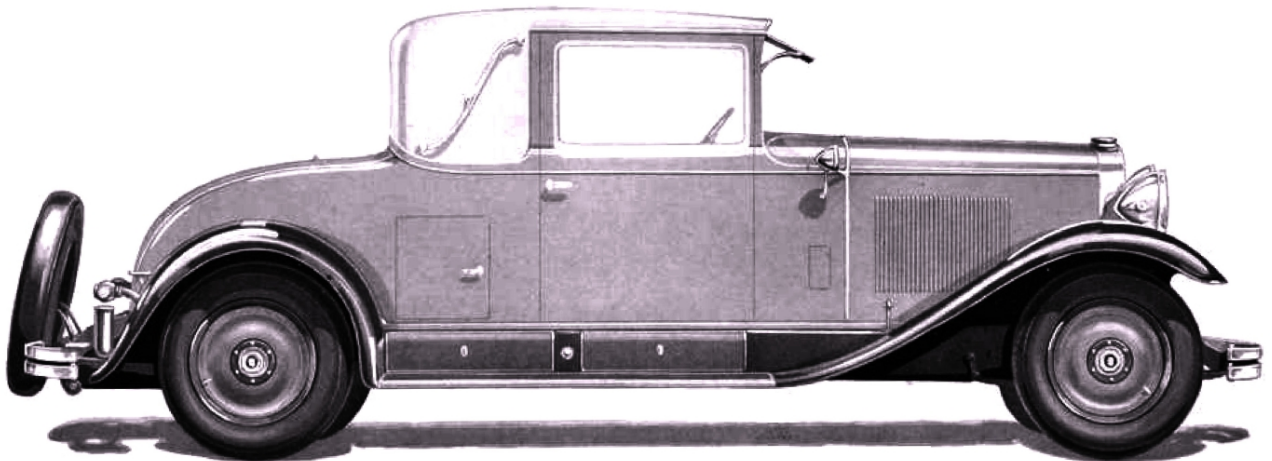
CADILLAC FOUR-PASSENGER SPORT PHAETON

THE sport car idea is here carried to its highest development in a graceful, sparkling ensemble. Tonneau cowl with folding windshield; nickeled cowl panel; spotlight mounted on a nickeled stanchion from the running board are modish features



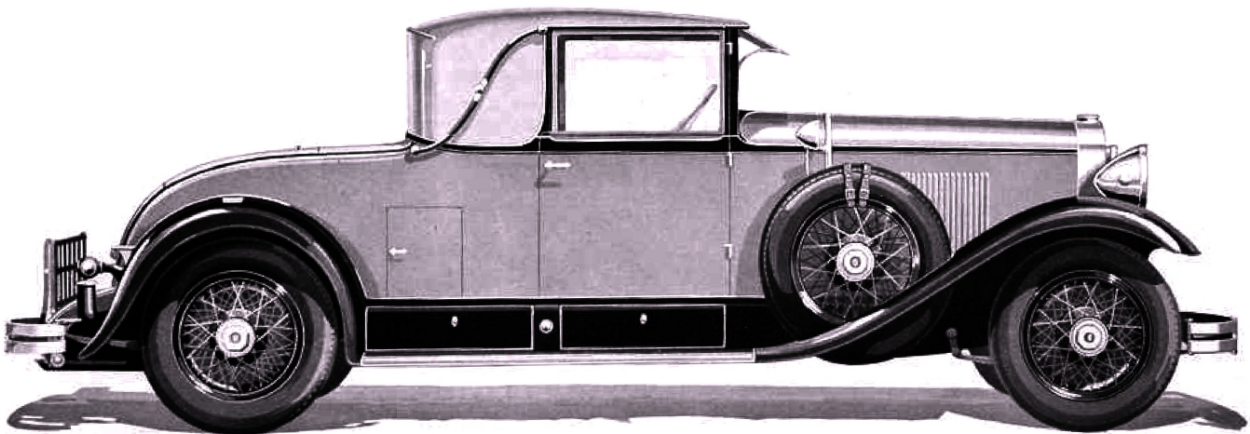
CADILLAC TWO-PASSENGER COUPE

A SMART, ultra-modern car whose flashing beauty is matched by the practical features of its equipment. A side door opens into the luggage compartment. There is a comfortable rear deck seat, and adjustable rear window for communication



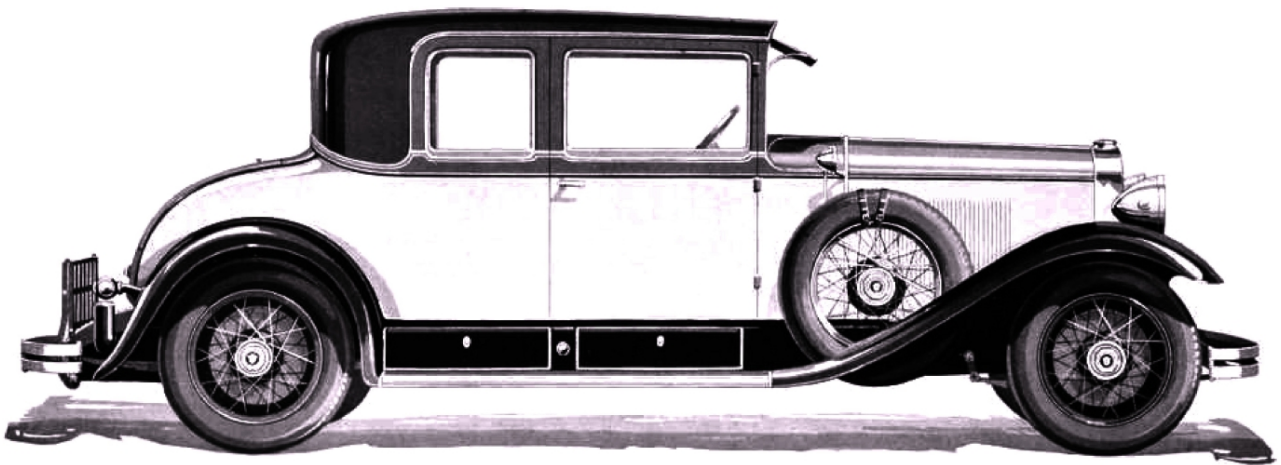
CADILLAC TWO-PASSENGER CONVERTIBLE COUPE

ONE of the season's most popular ideas—a smart car that is open or enclosed at will. The one-piece windshield is hinged at the top to swing outward. A rumble seat accommodates two additional passengers



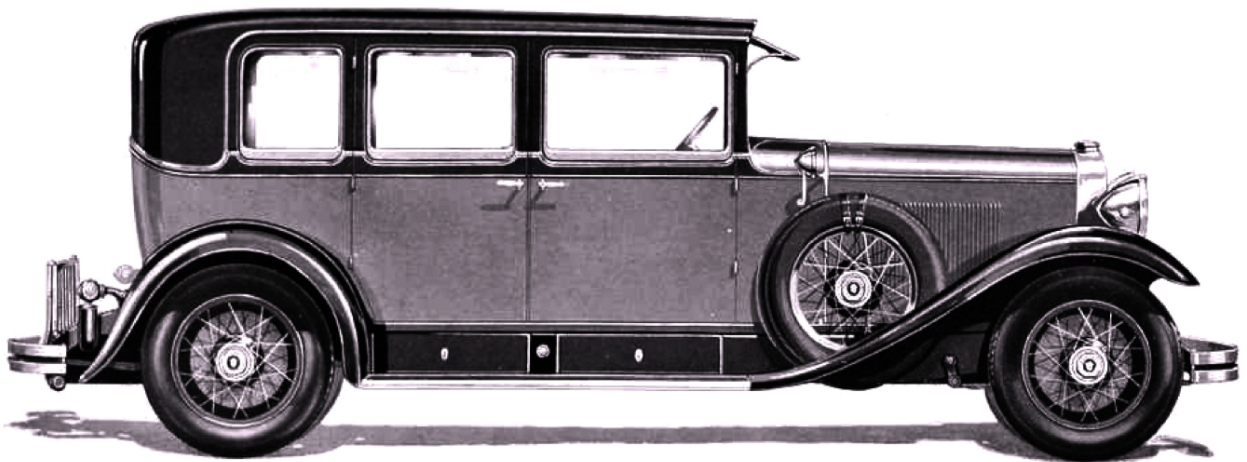
CADILLAC FIVE-PASSENGER COUPE

In this surpassingly graceful body type, Cadillac provides an exceptionally roomy five-passenger compartment with the additional convenience of a large, enclosed luggage compartment under the deck.



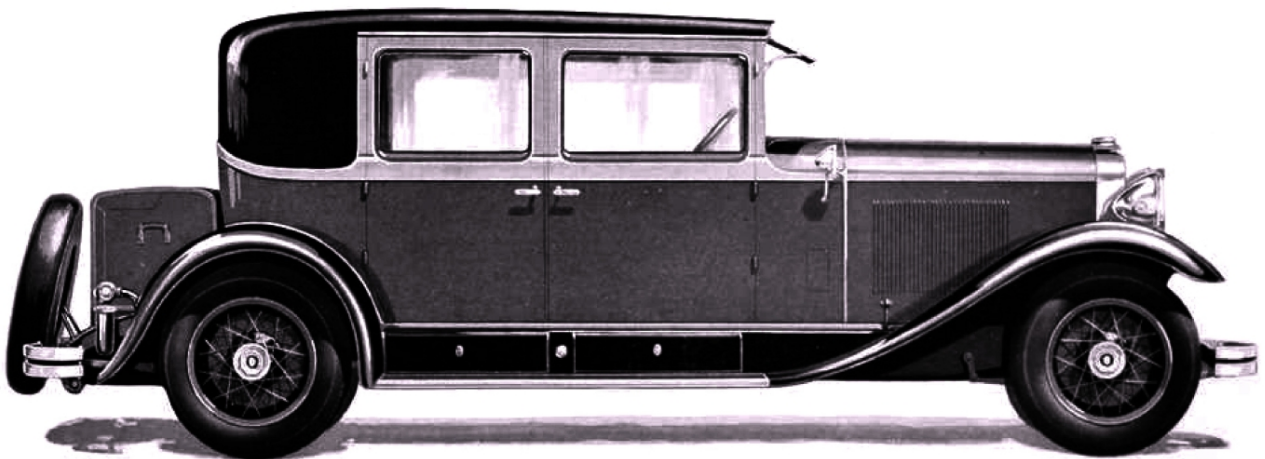
CADILLAC FIVE-PASSENGER SEDAN

With all the quiet dignity appropriate to this model, Cadillac skillfully combines a refreshingly modern treatment. The exterior lines are pleasingly graceful, the interior replete with charm and roomy comfort



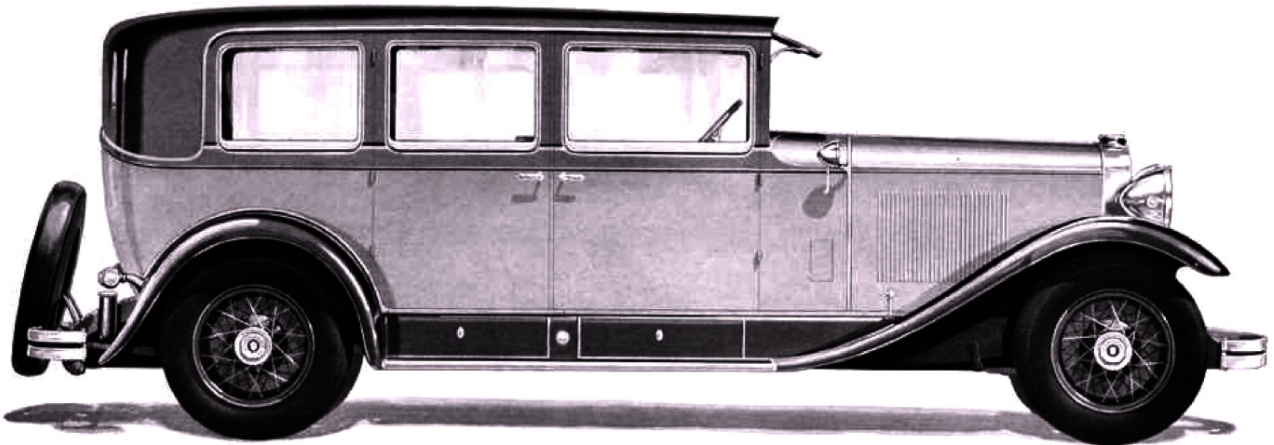
CADILLAC FIVE-PASSENGER TOWN SEDAN

SMART beauty outwardly, companionable atmosphere within, characterize this new Cadillac body type. The rear seat is set well forward and a cut-away under the front seat supplements the leg room in the rear compartment



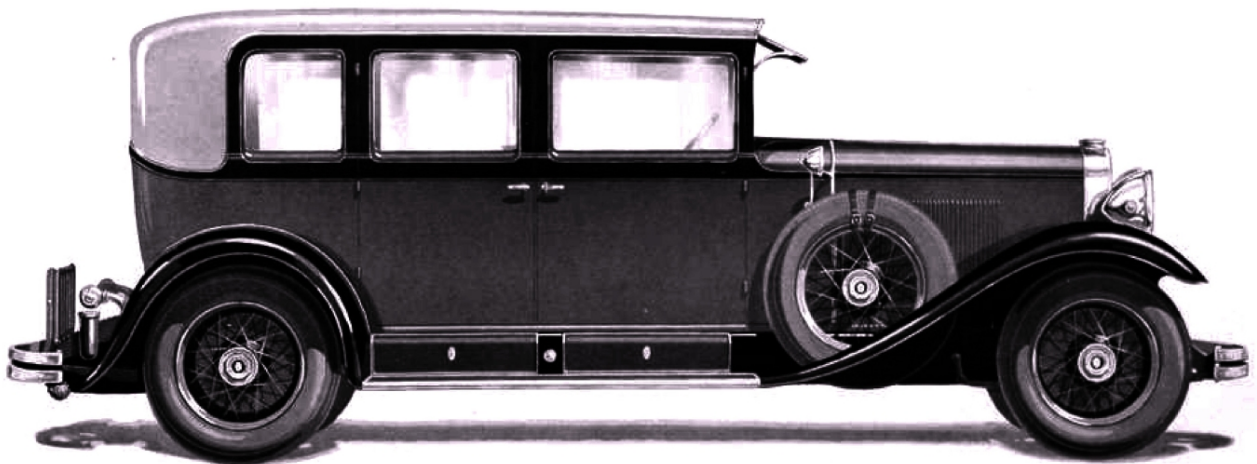
CADILLAC SEVEN-PASSENGER SEDAN

ABUNDANT club lounge comfort here. Imposing in outward appearance, this model reveals a most inviting interior—surprising width, deep cushions, easy arm rests, and charming touches of inlaid walnut, richly grained



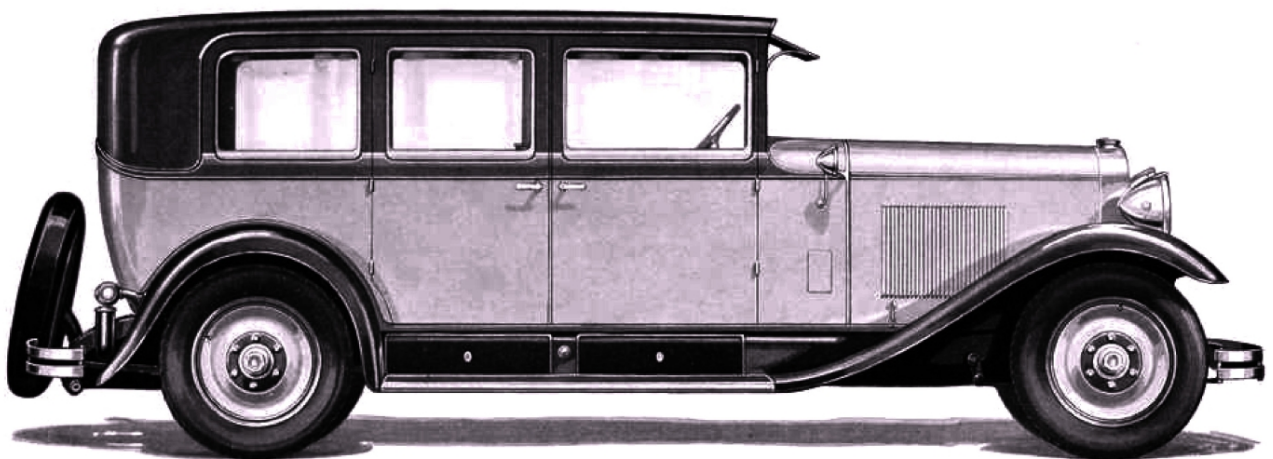
CADILLAC FIVE-PASSENGER IMPERIAL

THIS ultra-smart five-passenger model may be either chauffeur or owner driven, the glass partition between compartments rising or lowering as desired. Two emergency seats, facing the rear, fold into the back of the front seat



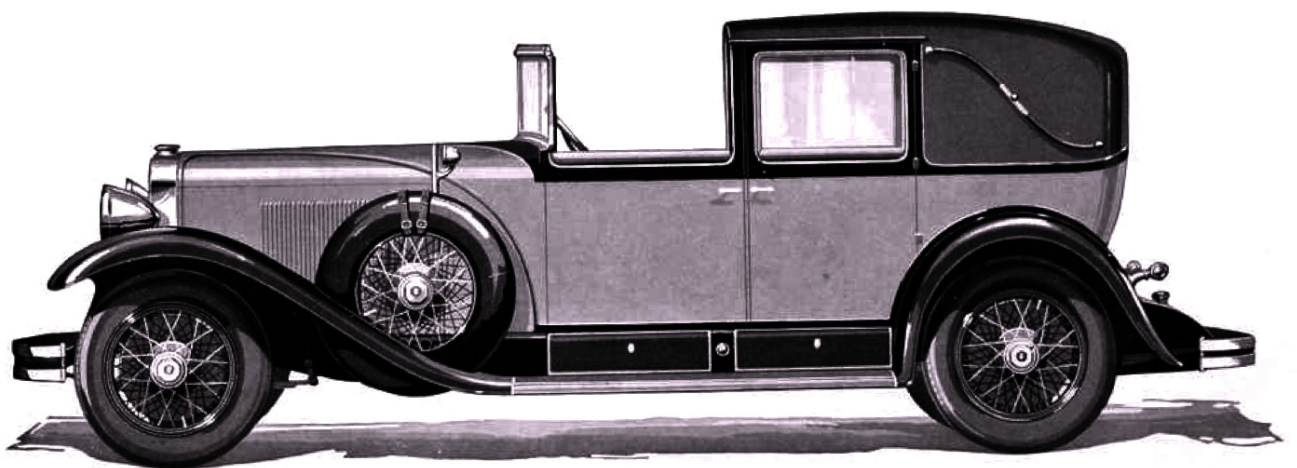
CADILLAC SEVEN-PASSENGER IMPERIAL

AN impressive interpretation of rich luxury. Adapted for either chauffeur or owner driving with an adjustable glass partition and stentorphone connection. The narrow panel of inlaid walnut edging the back of the front seat enriches the interior.



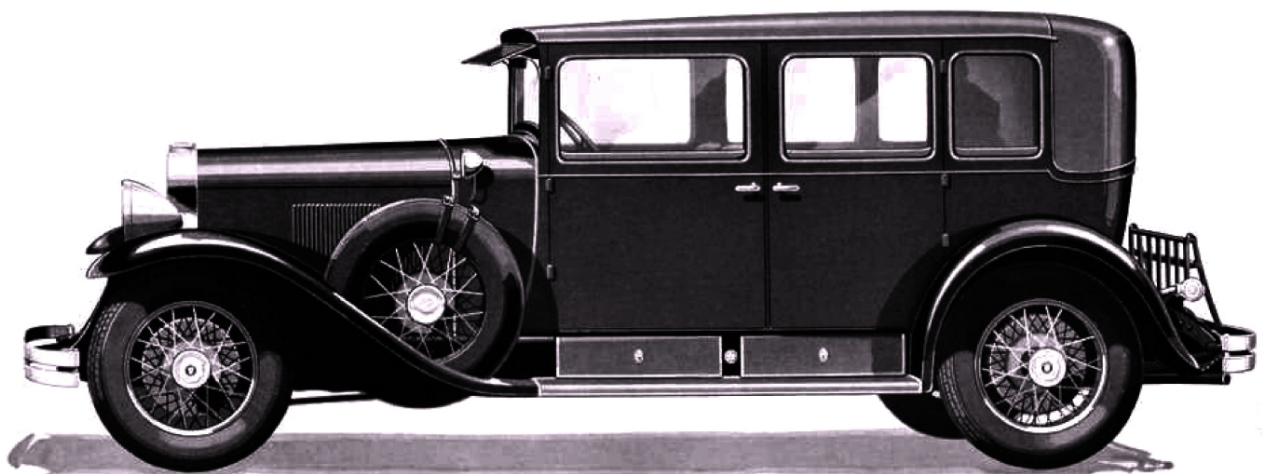
CADILLAC-FLEETWOOD TRANSFORMABLE TOWN CABRIOLET

INDIVIDUAL and exclusive charm is developed to the highest degree in the line of Cadillac-Fleetwood cars. In this model, the driver's compartment is transformable at a moment's notice to open or enclosed type as preferred



CADILLAC-FLEETWOOD FIVE-PASSENGER SEDAN CABRIOLET

THIS compact, fully enclosed model has rear quarter panels in leather with modish quarter windows. Hardware is Fleetwood design, platinum polished finish; smoking set, vanity case, and imported eight-day clock are French walnut



The Cadillac-Fisher Custom Body line consists of:

Two-passenger Roadster	Five-passenger Sedan
Four-passenger Phaeton	Five-passenger Town Sedan
Four-passenger Sport Phaeton	Seven-passenger Sedan
Seven-passenger Touring	Five-passenger Imperial
Two-passenger Coupe	Seven-passenger Imperial
Two-passenger Convertible Coupe	Five-passenger Imperial Cabriolet
Five-passenger Coupe	Seven-passenger Imperial Cabriolet

The Fleetwood Custom Body line consists of:

Five-passenger Sedan	Seven-passenger Imperial
Five-passenger Sedan Cabriolet	Seven-passenger Imperial Cabriolet
Seven-passenger Sedan	Transformable Town Cabriolet, Style 3512
Seven-passenger Sedan Cabriolet	Transformable Town Cabriolet, Style 3520
Five-passenger Imperial	Transformable Town Cabriolet, Style 3525
Five-passenger Imperial Cabriolet	Transformable Limousine Brougham



SOME SIGNIFICANT FACTORS OF CADILLAC WORTH

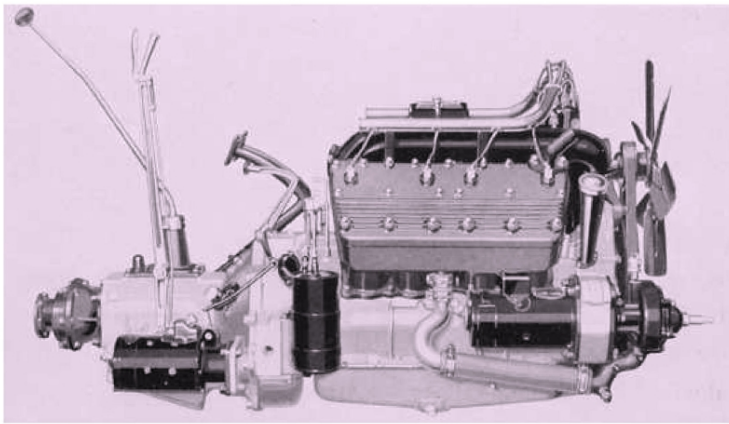
Seeing Pavlowa, one does not reflect that her consummate grace is a technical skill acquired by dint of arduous practice to a monotonous count—one-two-three. Hearing Rachmaninoff, one never conceives of his instrument as a system of steel wires, intricate linkages, felt hammers. Still less does one contemplate his sweep of melody as a mathematical structure of fifths and diminished thirds, four beats to a measure, accented on the first.

So, in driving the New Cadillac, it is not of alloy steel in rotating masses, copper wire in ordered clusters, ducts and inlets in compact layouts that one thinks. Never does perfected performance direct attention to the means by which its perfection is attained.

Yet in those masses of steel, clusters of wires, layouts of ducts and inlets reside those engineering features which ever distinguish Cadillac from other motor cars and which impart to Cadillac performance those characteristic qualities which other engineering principles have never approached—can never quite attain.

In the New Cadillac—a wholly new car throughout—are a number of such mechanical features that deserve more than passing notice.

The Power Plant. In basic design, the engine of the New Cadillac follows familiar Cadillac design of the past—the famous ninety-degree, V-type, eight-cylinder engine, which has for fourteen years been the corner stone



Cadillac's newest interpretation of the ninety-degree, V-type, eight-cylinder principle

of Cadillac's dominance in the fine car field. Technically correct from the very beginning, endorsed with ever more emphatic conviction by the motoring public, outstandingly successful in every phase of performance, this engine has long been recognized as the ultimate type of power plant for a fine motor car. No plausible argument for departing from it has ever been suggested. Now, refined and improved through fourteen years of constant development, this superb engine attains its fullest and ripest

expression of efficiency, power, performance, and dependability in the New Cadillac.

It is substantially enlarged to a total displacement of 341 cubic inches. Its S.A.E. horsepower rating is 35.1, but the actual power output is more than 90 horsepower.

Exceptional Smoothness. This power it delivers in a smooth, velvety flow generated by the frequent, even, and overlapping power impulses inherent in its design and transmitted through Cadillac's balanced, compensated crankshaft.

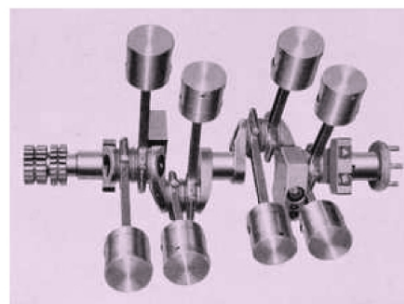
Introduced in 1923, this development is one of the greatest factors in Cadillac's surpassing engine performance. It has four throws, or cranks, in two planes at right angles to each other, rather than all in one plane as in the conventional design. To it are secured four compensators, of forged steel, whose weights and positions are so calculated that their centrifugal effect causes the whole assembly—crankshaft, connecting rods, and pistons—to operate with the smoothness of a balanced flywheel.

In Cadillac manufacture, each crankshaft with its compensating weights is also balanced on a special machine so that the entire reciprocating and centrifugal mass is perfectly balanced at all engine speeds.

Due to the compactness of the V-type design, this crankshaft is short and extremely rigid and requires only three main bearings for exceptional support. These bearings, long and of large diameter, afford an abundant area for lubrication and are quickly and easily aligned. The inherent simplicity of the engine is more pronounced than ever. Thus, all connecting rods are the straight type, those from opposite cylinders being placed side by side on the same crank throw.

The pistons are of new design. The lowest ring is carried below the wrist pin and is a slotted, oil control type.

The two cylinder blocks have separate exhaust manifolds which meet at the front of the engine and discharge there into a single downward outlet. To speed the warming-up period in cool weather, one of these is fitted with a butterfly valve, controlled manually from the instrument board. When closed, this valve diverts exhaust heat from one



Inherently balanced, self-compensated to operate as smoothly as a balanced flywheel



The carburetor heat deflector is a smart finishing touch on the engine

block through the intake header to the other manifold, thus intensifying the hot-spot action. Opening the valve after the engine is well warmed up increases the power output and the speed.

Engine Suspension. This new engine is distinctively mounted in the frame on a three-point suspension. A ball-and-socket joint on the front cover plate carries the front end; at the rear, rubber lined mountings are used.

These rubber bushings act as an insulation of engine from frame, and torque reaction of the engine that might cause rumble in the car interior is absorbed by these rubbers. The rubber is of great durability.

Fuel Feed. Fuel is supplied from a 21-gallon tank at the rear through a vacuum tank on the dash, whence it flows to the carburetor. But unlike most vacuum systems, which depend solely upon the intake manifold vacuum, the flow of fuel to the carburetor is positive under all conditions, even when climbing the longest hills or running at top speed for long distances. This is assured by a special vacuum pump driven by an eccentric on the camshaft, which supplements the intake manifold vacuum and assures an adequate supply of gasoline in the vacuum tank at all times. This arrangement is unique and is fully protected by Cadillac patents.

The carburetor is Cadillac designed and Cadillac built for use with the V-type, eight-cylinder engine. It incorporates three thermostatic elements which render seasonal adjustments wholly unnecessary. Covering it is a specially constructed heat deflector. Automatic spark control is so highly perfected that the spark control lever is

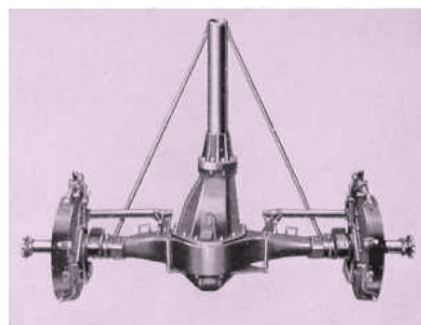
removed from the top of the steering wheel to a position on the instrument board. It is thus out of the way, yet available on those rare occasions when there may be need for it.

Crankcase Ventilation. The Cadillac system of crankcase ventilation effectively prevents contamination of the crankcase oil by water and unburned fuel vapors, and so preserves the life of the lubricant that oil changes are necessary only after every 2000 miles of driving.

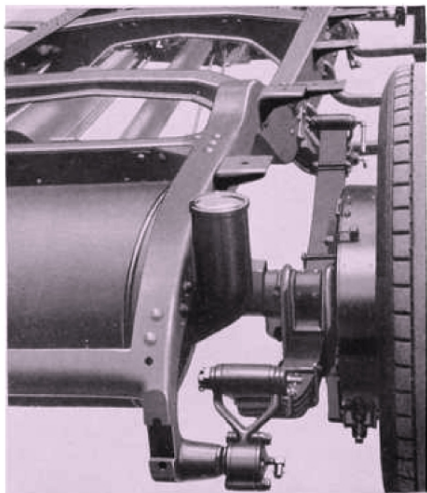
It involves no moving parts. An air port is provided in the left side of the crankcase. Rotation of the crankshaft with its compensators, draws preheated air through this port and builds up in the crankcase a pressure slightly higher than that outside. Seepage vapors, which pass the piston rings, are met by this pressure from below and forced through ports drilled in the cylinder wall into the valve compartment. Conduits carry them thence into the outer air under the car.

Power Transmission System—Clutch. The clutch is newly designed of double disc, dry plate type, and is Cadillac built. It has two driven discs, each $9\frac{1}{2}$ inches in diameter, and faced on both sides with a compressed asbestos fabric of new composition, which is singularly soft and smooth in action. This construction reduces sharply the inertia of spinning member in the clutch thereby conducing to easy gear shifting.

Torque Tube Drive. The propeller shaft turns inside a torque



A torque tube surrounds the propeller shaft



The underslung rear spring brings the body nearer to the road

tube which completely seals the entire assembly, absorbs the torque reactions that accompany acceleration and application of the brakes, and relieves the rear springs of all driving forces. By increasing roadability and ease of handling, this construction definitely contributes to motoring satisfaction.

Only one universal joint is used. It is immediately behind the transmission case and is automatically lubricated by the transmission lubricant.

Springs. All springs are semi-elliptic, and are unusually long and flexible. The rear set is underslung thus giving a lower body level and a lower center of gravity. Large width of the springs gives great lateral support.

Springs designed to carry different loads are used for various body models, so that maximum ease of riding may be had in all cases. Hydraulic shock absorbers are also standard equipment on all cars for the most refined control of spring reactions. The rear springs transmit no driving forces and are accordingly shackled at both ends.

These shackles are of tension type and the rear set is provided with a ball-and-socket joint which relieves frame and body, as well as the springs, of twisting strains which would otherwise be imposed by traveling over uneven roads.

Four-wheel Brakes. The complete braking system of the Cadillac consists of three pairs of brakes—external brakes acting on the rear wheels; internal brakes acting on the rear wheels; and internal brakes acting on the front wheels. Front brakes 17 inches in diameter, rear brakes 16 inches. The rear external brakes and the front internal brakes are operated simultaneously by the brake pedal. The rear internal brakes are operated by the hand lever which has the customary provision for locking the rear wheels when the car is standing. This hand brake is independent of the foot brakes in every detail of its mechanism. This system, designed with the greatest consideration for safety, includes three factors which give a combination only attained with the Cadillac type mechanical four-wheel brakes.

The first of these is a construction that provides for the partial or complete release of braking effort on the outer front wheel during a turn, so that it is impossible to lock both front wheels when turning, one wheel always continuing to rotate to steer the car.

A second is the proper proportioning of the braking effort between front and rear wheels. In order that the front wheels will not lock until more than enough pressure has been applied to lock the rear wheels, the braking effort of the front brakes is purposely made less than that of the rear brakes.

Third, safety is enhanced by providing a hand brake operating an entirely separate and independent system which is always ready in reserve.



It rides remarkably close to the road

Positively, mechanically controlled, with its action entirely unaffected by the roughest going, this braking system operates smoothly and softly, yet is full master of its job—brings the New Cadillac up, when necessary, with a short, true stop.

* * *

In such major units, and in a multitude of details, the Cadillac chassis is a surpassing piece of mechanism—soundly built, abundantly powered, and highly refined for ability in every phase of its performance.



A majestic, imposing front

CADILLAC COACHCRAFT

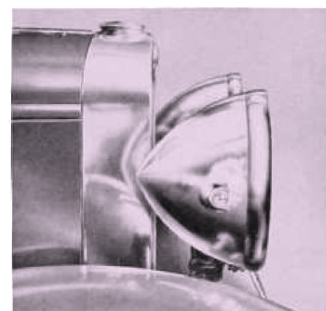
For the superb mechanism of the New Cadillac there has been developed a line of bodies so distinctive in beauty, luxury, comfort, and richness that the Cadillac very definitely establishes a new vogue in fine motor cars. Modernistic, in accordance with the trend of today, yet possessing restraint and dignity that accentuate their well-bred air, these body styles make a strong appeal to lovers of beauty of line, balance, and harmony.

The unusually long wheelbase of 140 inches, and the underslung rear springs, permit bodies that are marked by extremely long, low, and impressive lines. From the handsome radiator, deep-slung in the chassis, to the distinctive, slat-covered gasoline tank in the rear, these bodies reflect a departure from all commonplace body designs.

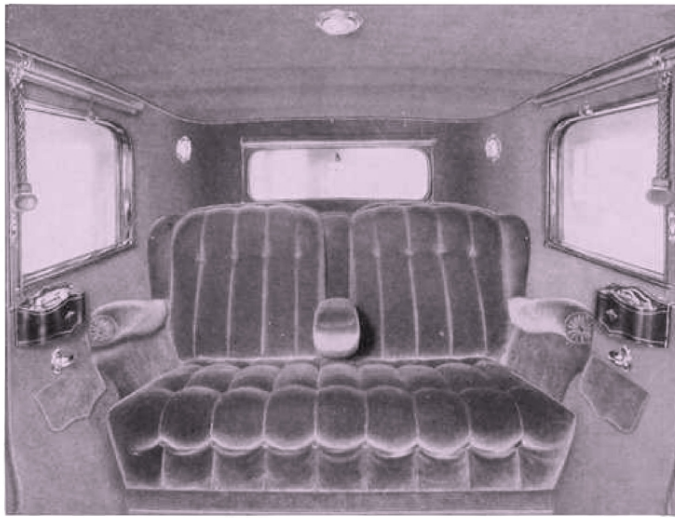
The head-on appearance is deeply impressive and dignified with deep, narrow radiator, and large headlamps of bullet type, with vertical nickeled standards, connected by a horizontal monogram rod.

Running boards are edged with a brightly nickeled moulding of rounded section, and the dust shields above are fitted with kick pads and side lights. The front kick pads serve as covers of special compartments, the right-hand one housing the battery and the left-hand one the road tools. Both are locked.

Truly commodious accommodations are revealed within these bodies.



Massive, bullet type headlamps have a graceful windsplit



The most luxurious interior Cadillac has ever built

with the exception of the Imperial models, the driving seat is readily adjustable so that every driver may enjoy maximum comfort and ease. An easily manipulated control, at the crest of the back cushion, moves the seat forward or backward as desired so that even a very small woman may sit squarely in the seat and yet be in precisely the correct driving position for her stature.

Driving compartments carry a level floor far forward into the cowl and are fully carpeted to the top of the dash. The rear compartment is a full three and a half inches wider than even Cadillac bodies of the past. Motor car roominess is here given a new, a widely extended meaning.

Body interiors are finished in a wide choice of mohair velvets of the finest quality and in broadcloth.

Seat cushions in closed bodies are tufted and plaited over special form fitting luxury type springs that are the last word in comfort. Open models are upholstered in soft, pliable leather.

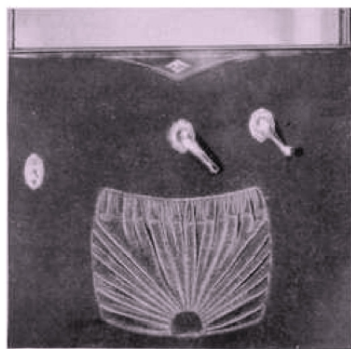
On all models, both open and closed,



Driver's seat is adjustable

Folding arm rests are provided in the middle of rear seats on all cars, opened and closed, affording a degree of comfort heartily appreciated by rear seat passengers on long journeys.

Hardware of exquisite design in Butler silver finish is in keeping with the exacting taste shown in the whole of the interior fitting. Vanity case, foot rest, robe rails, and assist cords are included wherever the uses of the body type call for such equipment. Special inlaid paneling of new design adds further charm to the interiors. The instrument



A rich finishing touch on every door

board with instruments arranged in individualized assembly is finished in black Duco with a narrow nick-eled moulding. This arrangement of instruments, departing from the more commonplace grouped assembly, lends an impressive and businesslike air to the driving compartment.

The steering wheel is a new type of rubber composition which is notably restful to the hands. It is 19 inches in diameter and has a narrow cross section with ribbed grip which makes for easy handling. The wheel is wholly in accord with the smartest mode. Light controls and throttle are set into the hub.



Note how instruments are distributed in businesslike array across the board



Rear lights are mounted on the fenders

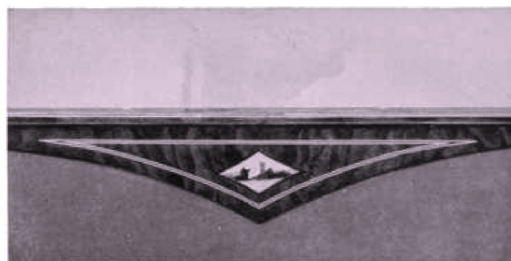
Two rear lights of new protruding design are used, one on each rear fender. That on the left is the tail light, that on the right the traffic stop signal.

Fleetwood Bodies. The Fleetwood line of bodies for the Cadillac chassis has been created by the Cadillac Motor Car Company to satisfy the steadily increasing demand for still further individuality and exclusiveness.

So widely varied is the choice of the bodies offered that anyone requiring a custom-built body, expressing his individuality and exclusive preferences, will find here a type of car and a style of appointment according precisely with his requirements.

Moreover, he need not wait the protracted period of time so often required for completing a custom-built car, but can count confidently upon early delivery. These bodies are built of hand-hammered aluminum, a metal lighter and more malleable than sheet steel. Frames are built from specially selected ash. Door hinges are hand-finished cast bronze.

Upholstery is Wiese broadcloth in subdued colors. Transformable types are equipped with a pillow, to match trimming for the rear seat. Interior mouldings are mahogany or walnut to match vanity cases. The vanity sets are an exclusive Fleetwood design and include hand mirror, clock, memorandum pad, and two perfume vials. Smoking sets contain a cigar lighter and an ash receptacle.



CONDENSED SPECIFICATIONS

POWER PLANT

ENGINE—Compensated eight-cylinder V-type. Ninety-degree angle between cylinder blocks. Engine and transmission in unit; three-point suspension with rubber lined supports at rear. Piston displacement 341 cubic inches. Bore $3\frac{5}{16}$ " ; stroke $4\frac{1}{16}$ ". Horsepower S. A. E. rating 35.1; actually more than 90.

CYLINDERS—Cast in blocks of four, with detachable heads.

PISTONS—Cast gray iron, special formula, annealed; 3 rings, 2 above wrist pin and 1 below; lower ring special oil regulating type.

CONNECTING RODS—Drop-forged special formula steel. Side by side, two on each crankpin. Bearings $2\frac{3}{8}$ " x $1\frac{3}{8}$ ". Babbitt in rods at lower ends.

VALVES—Intake $1\frac{1}{2}$ " tungsten steel; exhaust $1\frac{1}{2}$ " silico-chrome steel, $\frac{7}{16}$ " lift. Mechanism enclosed. Valve stems automatically lubricated.

CRANKCASE—Copper aluminum alloy.

CRANKSHAFT—Diameter $2\frac{3}{8}$ "; length to outer ends of front and rear bearings $23\frac{3}{16}$ ". Supported on 3 main bearings. Crank throws 90 degrees apart, provided

with compensators. Rotates with unprecedented smoothness.

CAMSHAFT—Single, hollow shaft with 16 cams, supported on 4 bearings. Driven from crankshaft by silent chain.

CLUTCH—Of new design of disc dry plate type. Two driven discs $9\frac{1}{2}$ " in diameter, faced both sides with compressed asbestos fabric, driven by flywheel to which are attached all springs, levers and other parts of clutch with exception of clutch thrust bearing which is carried on a sleeve bolted to the transmission case.

TRANSMISSION—Selective type with three speeds forward and one reverse. Chrome-nickel steel gears and shafts. Faces of gear teeth ground on special grinding machines to obtain silent operation. Mechanism contained in cast-iron case.

GASOLINE SYSTEM

SUPPLY—Twenty-one gallon tank capacity. Vacuum feed. Vacuum in intake manifold assisted by vacuum created by a special vacuum pump to insure positive feed under all conditions.

CARBURETOR—Cadillac design and manufacture. Uniform

distribution with maximum efficiency and economy. Automatic thermostatic mixture control. Large accessible strainer. Overflow from carburetor drained to ground. Intake header exhaust heated. Valve in left exhaust manifold operated from instrument board, when closed deflects back exhaust gases from left cylinders through intake header jacket, thus giving maximum heat for carburetor almost immediately after starting.

COOLING SYSTEM

RADIATOR—Copper with cellular core; highly polished nicked casing.

WATER COOLING—Capacity 6 gallons. Forced circulation by one pump driven by a silent chain from the crankshaft. Cylinder blocks interconnected by a brass tube cast in crankcase. One drain plug for entire system at bottom of pump; 4 hose couplings, easily disconnected.

TEMPERATURE CONTROL—Thermostatically controlled by radiator shutter with vertical balanced shutter blades.

FAN—Diameter 20 $\frac{1}{4}$ " ; 6 blades; belt driven by pulley mounted on end of camshaft. Fan bearing positively lubricated.

LUBRICATING SYSTEM

ENGINE LUBRICATION—Pressure system with gear pump conveys oil under pressure to all main bearings, con-

necting rod bearings and camshaft bearings, and is controlled by an automatic pressure regulator. Oil level indicator is located on right-hand side of crankcase at rear.

CRANKCASE VENTILATION—An exclusive Cadillac system which prevents pollution of lubricating oil from unburned gasoline and from condensation of water vapors produced in combustion.

OIL FILTER—An effective filtering device which removes any impurities, in solid form, from oil.

ELECTRICAL SYSTEM

IGNITION—Cadillac-Delco high-tension system with 2 timer contact arms actuated by 4-lobed cam. Jump-spark distributor thus eliminating rotor button.

GENERATOR—2-pole Cadillac-Delco type mounted on right side of engine. Positive drive by chain from crankshaft. Thermostatic control of charging current.

STARTING MOTOR—Cadillac-Delco separate 6-pole unit; special design, exclusive on Cadillac cars and has unusual stalling torque. Mounted along right side of transmission.

BATTERY—Cadillac-Exide 130-ampere hour, 6 volt, 3 cells. Enclosed in moulded box located in right-hand dust shield.

HORN—High frequency vibrator type horn carried on left headlamp bracket at side of radiator.

LIGHTING EQUIPMENT—2 headlamps with tiltable light beams controlled from steering wheel switch; fluted lenses, 21 c.p. double-filament bulbs and side lamps with 3 c.p. bulbs. Two rear lights, one located on each of rear fenders, right side is stop light, left side rear light. Step lights in dust shields which light automatically with opening of doors.

OPERATING CONTROLS

GEAR SHIFT—Center gear shift.

SERVICE BRAKES—Two independent braking systems. Mechanically operated, internal expanding on front wheels and external contracting on rear wheels. Division of pedal pull automatically proportioned between front and rear systems. Front brakes equalized when straight ahead, outer brake released on turn. Front brake drums 17" in diameter; rear brake drums 16".

HAND BRAKES—Internal expanding on rear wheels and will not require adjustment during life of brake lining.

STEERING GEAR—Cadillac design, worm and sector, completely adjustable. Steering wheel 19" diameter, rubber composition, narrow rim with black finish aluminum die cast hub and spokes.

ENGINE CONTROLS—Accelerator at right of brake pedal. Hand throttle built into central portion of steering wheel.

INSTRUMENT BOARD—New design; instruments arranged in individual assembly—not grouped. Fitted with windshield wiper control; carburetor heat control; spark control; oil pressure gauge; button controlling carburetor enriching device; switch for instrument board lighting independent of switch on steering column; speedometer; ammeter; electrically operated gasoline gauge; eight-day clock; ignition lock; motor temperature indicator and combination inspection lamp and cigar lighter.

AXLES—Rear axle, Cadillac make, full floating with special alloy steel axle shafts, gears and housing tubes. Spiral bevel gears mounted on large bearings. Front axle, reversed Elliott type, drop-forged chrome-nickel steel, I-beam section; drop-forged steering spindles and arms; steering spindles have adjustable tapered roller bearings at upper ends. Parallel rod has spring compensated ball-and-socket connections at end.

DRIVE—Hollow steel drive shaft $2\frac{1}{2}$ " diameter in center tapering $2\frac{1}{16}$ " at each end, turns in torque tube which completely seals assembly. Rear end of drive shaft rigidly connected to rear axle by splined sleeve; front end to transmission shaft through universal joint. Torque

tube is bolted to differential carrier at rear, and front end pivoted in ball-and-socket joint at rear of the transmission. Transmits drive of rear wheels to chassis and absorbs torque reactions due to acceleration and brakes.

FENDERS—One-piece, full crown wide type.

FRAME—Side bar channel section with wide top flange, carbon steel, maximum depth $7\frac{1}{2}$ "', width 30" in front, 35" in rear; 4 channel cross members and 3 tubular cross members. Front ends of side members reinforced by plates riveted to side members.

GEAR RATIO—4.75 to 1.

SPRINGS—Semi-elliptic system of suspension with rear springs underslung. Rear shackle of rear spring tension type with universal ball-and-socket connection to

frame. Front springs 42" x $2\frac{1}{4}$ "; rear 60" x $2\frac{1}{2}$ ". Shock absorbers of hydraulic type, front and rear, give greatly improved riding qualities.

TIRES—Straight side 32" x 6.75" cord balloon.

TOOLS—Complete set of tools in special fabric holder placed in rain-proof box concealed in left-hand dust shield. Cover of tool box forms kick pad.

WHEELBASE—140".

GROUND CLEARANCE—9".

WHEELS—Artillery type, 12 hickory spokes with steel felloes. Adjustable roller bearings, demountable split type rim with 6 lugs. Large steel hub flange with 12 bolts. Disc wheels optional. Wire wheels obtainable at additional cost.